

1970

FAA Building was built for \$100,498. June.

U.S. Forest Service signed a lease with the City for 3.9 acres of land. Lease was for 10 years, from Jan 1, 1971 to Dec 31, 1980. Amount was \$1,984 for 10 years. Ref lease folder.

Runway agreement was signed on Jan 28, 1970 to become effective on Jan 1, 1971. It lasted until Dec 31, 1980. The agreement was for aircraft size of 40,000 lb single wheel, 60,000 lb dual wheel and 100,000 lbs for dual tandem wheels all on runway 3-21. Runway 11-29 had a load bearing capacity of 12,000 lbs.

1970 - Feb 2, 1970, letter from City of Prescott to 'All Fuel Customers'. Effective this date a service charge of \$5.00 will be charged for fueling aircraft after the regular business hours of 7:00 am to 7:00 pm. Signed by Dick Williams, Acting Airport Manager.

1970 - Feb 3, 1970, letter Dick Williams, Airport Manager (Acting), to Airport Development Foundation, Inc., a survey. This indicated that the airport was financed by the general fund, that 70% of the existing airport facilities were financed by Federal aid.

1970 - Airport tiedowns, dated March 31, 1970, on yellow piece of paper. It showed 19 tiedowns on grass at \$7.00 per month; 11 tiedowns on black top at \$10.00 per month, 11 tiedowns on front line at \$14.00 per month. 11 airplanes were on dirt, the back row, 10 airplanes where in 2nd row with 5 belonging to Prescott Aviation and 6 were in front row.

1970 - Letter dated April 2, 1970, from Dick Williams, Assistant City Manager/Clerk to Herbert K West, Executive Manager. 'Air West is assuming Bonanza Airlines Lease pays to the City landing fees as follows \$50 for 1st and 2nd, for 3rd on \$25 per month. Under the recent schedule of Air West with 6 arrivals each day the landing fees total \$200 per month. They occupied 405 sq ft of office space.

1970 - April 7, 1970, letter Proposed aviation fuel facilities at Prescott. 'existing facilities, which are owned by Shell Oil Company, is not too old and would still be in satisfactory condition to store 80/87 and 100/130. Since there is no turbine fuel on the field and this is one of the items the City of Prescott is vitally interested in, we would still have to install one 20,000 gallon tank for this product with the necessary facilities to accomplish into-truck loading.. Copy of this letter went to Dick Williams, Assistant City Manager.

- 1970 - April 10, 1970, cost estimate prepared by Phillips Petroleum Co to add a 20,000 gal for turbine fuel and rehabilitation of present Shell Plant loading rack and minor repairs. Est was \$21,725.
- 1970 - Lease of Facilities Site, 1st revision dated April 1970, The City of Prescott hereby lease to the Forest Service, beginning at the one quarter corner common to S25 and 26, T15N, R2W, thence N71 02 40 E 252.69 feet to an iron pin which is the point of beginning of this description, thence N 43 29 50 W for 125.00 to an iron pin and corner No 2 of this parcel, thence N 2 29 50 W for 129.80 feet to an iron pin and corner No 3 of this parcel, thence N 45 30 10 E for 448.15 feet to an iron pin and corner no 4 of this parcel, thence S 43 29 50 E for 94.25 feet to an iron pin and corner No 5 of this parcel; thence S 46 30 10 W for 160.00 feet to an iron pin and corner No 6 of this parcel, thence S 13 29 50 E for 100.00 feet to an iron pin and corner no 7 of this parcel; thence S 43 29 50 E for 1,003.03 feet to an iron pin and corner No 8 of this parcel; thence S 46 30 10 W for 90.00 feet to an iron pin and corner No 9 of this parcel; thence N 43 29 50 W for 953.03 feet to an iron pin and corner No 10 of this parcel; thence S 46 30 10 W for 233.24 feet to an iron pin and corner No 1, the true point of beginning of this description, which parcel of land contains 3.98 acres
- 1970 - Summary of leases on airport, dated Nov 25, 1970
- 1) Aero Mechanics, Ralph Martin, for 25 years, 5-6-68 to 5-5-93, \$50/month/acre beginning 6-1-71. Lease for 1.03 acres.
 - 2) United States Geological Survey, USGS, 3 years, 12-1-69 to 11-30-72, \$3,275/year, option to renew Nov 30, 1972, lease was 2 quonset huts, concrete pad for trailer within fenced area. City provides maintenance of building fixtures, etc, 3 acres.
 - 3) United States Geological Survey USGS, 5 years, 12-1-69 to 11-30-74, option to renew Nov 30, 1974, \$2,040 per year, land lease and sheet metal building for storage, etc. City provides maintenance of building. .08 acre.
 - 4) FAA, yearly through 6-30-88, \$4,338.90/ year, automatic option each June 30, rental increases every 3 years, rental space and maintenance charges for facilities in new building, City furnishes maintenance, water, sewer, refuse collection, restrooms and parking. Flight Service Station (new building).
 - 5) Skyway Restaurant, Helen Kimball, 1 year, 3-1-70 to 2-28-71 at \$600 per year, option to renew March 1, 1971 for \$60/month or 2 1/2% of gross whichever is greater.
 - 6) Prescott Aviation, Dick Gordon, FBO, no written agreement, Council minutes 1 1/2% of gross sales. Includes Hertz Rent a car space @k\$55/ month, gasoline

purchased from city averages approximately \$898.37/month and 1 1/2% of gross sales averages \$87.36/month. Office building only space used by Gordon except 6 tie downs at no charged.

- 7) Glider Club, Mr. Masters, no written agreement, \$20/month for room containing approximately 187 sq ft.
- 8) Apache Airlines, no lease in effect, expired Oct 15, 1969, Bonanza Airlines, Apache has assumed payments from Air West lease at 5 trips/day, payment made to City as indicated in on a month to month basis as outlined in expired lease with Air West. \$100/month for office space, 2 trips @ \$50/trip, 3 trips @ \$25/trip, total \$275/month.
- 9) Forest Service, Forest Fire Fighting Base and use of runway for fire fighting aircraft.

1971 - Letter dated Aug 2, 1971, between Howard Roth, Apache Airlines and Paul O Munger, Airport Manger, with regard to your letter of July 30th, this letter will authorize Apache's agent, Mr. Richard Kinsinger, to sign the invoices for fuel purchases as the Prescott Airport.
The fuel was Jet-A; monthly consumption 2,000 gallons

1971 - Letter dated Sept 30, 1971, between G.F. Hill, Director Properties & Facilities, Hughes Air West and Paul Munger, Airport Manager. 1) Hughes Airwest's plans to reinstate service into the Prescott Municipal Airport, effective Oct 11, 1971.

Notes seem to indicated they rented counter and office space in the terminal. 336 sq ft at 30 cents a sq ft per month. Counter was located in same space at it now is.

1971 Schedules effective Oct 11, 1971.
Las Vegas, Kingman, Prescott, Phoenix. 2 flights a day. Fares from Prescott, 1 way, \$20.00 to Kingman, \$27.00 to Las Vegas, \$19.00 to Phoenix, \$29.00 to Tucson, \$32.00 to Yuma.

1971 - Letter dated Dec 17, 1971, between C. A. Myhre, Staff Vice President, Administrative Services, Air West and Dick Williams, Manager, Municipal Airport (Ernest A Love Field).
'Hughes Airwest have been curtailed due to work stoppage'.

1972
Some work may have been done on aprons and taxiway.

1972 - Courier, dated Feb 13, 1972, page 3, Air West plans start of limited flight service. The line will open reservation centers Feb 14, airport ticket counter Feb 21 and city ticket offices Feb 22. The plans were announced after Air West reached a back to work agreement with the Air Line Pilots Association which has been honoring picket lines of striking mechanics for 10 weeks.

1972 - The Arizona Republic, Wed Feb 23, 1972, Hughes Airwest announced yesterday that scheduled flights will be resumed by March 13 since the Aircraft Mechanics Fraternal Association (AMFA) strike began Dec. 15. ... Airwest flights to Page, Prescott, Kingman and Yuma will be resumed next month.

1972 - Letter dated Oct 24, 1972, between Paul O Munger, Airport Manger and Allan Bibler, City Manager, Air West Schedule. Effective Oct 29, 1972, 4 flights a day. Phoenix Prescott Kingman Las Vegas. In May 1972, 181 passengers boarded. 4 flights daily 5 days a week.

1973

Hangar A and shades were constructed for \$129,245. Fin Records. July. Asset 15205.

Airport was set up as an enterprise fund.

1973 - Letter Jan 15, 1973, Paul O Munger, Airport Manager, to R. Alan Bibler, City Manager, re airport landing fee rates. 1) Phoenix charged \$.20 per 1,000 lb Yuma charged \$.11 per 1,000 lb. 2) The F-27 is rated at 40,000 lbs gross landing weight. 3) Flagstaff charges a flat rate of \$75.00 for the first two landing a month and \$50.00 a month for each landing over two. Since they have four flights a day this comes to \$250.00 a month landing fees.

1973 - Letter Jan 19, 1973, City of Prescott to G. F. Hill, Director of Properties and Facilities, Hughes Air West, subject was landing fees. 1) In reviewing our former lease agreement with Bonanza Airlines and Air West's renewal on the same terms, it has been discovered that we have been undercharging you \$50.00 a month on landing fees. 2) The schedule called for \$50.00 a month for each of the first and second landings a month and \$25.00 for the third and each additional landing. 3) Since your company resumed serving Prescott with four flights a day in Oct, 1971, this would mean \$125.00 for October, November and one half of December when your company was struck. Four flights a day were again resumed in May of 1972. This would mean an additional nine months of \$450.00 through January, 1973.

1973 - Oct 18, 1973, Airport Zoning Board of Adjustment, meeting. Rudy Clarke, Airport Manager, stated the FAA was requesting a variance from the height limitations imposed in the Airport area in order to place a 60 foot control tower at the airport, 1) Cochise Airlines served area 2) 50,000 takeoffs and landing per year 3) FAA to start tower construction on or about March 1, 1974.

1974

The Arizona Department of Transportation was born on July 1, 1974. It consolidated the State Highway Department, Motor Vehicle Department, State Highway Patrol, and the Aeronautics

Department. Ref 1, p 218

Cochise Airlines used the terminal building but paid no rent. Clarke 1974.

The Skyway Restaurant was operated by Mrs Kimball under a lease agreement. \$ 60.00 per month or 2.5% of the gross whichever is greater. Clarke 1974.

The fueling operation had three fuelers. They had three 10,000 gallon fuel tanks underground, two of which are less than 18 months old. The fueling is accomplished by trucks under lease from Standard Oil Company of California. The contract was entered into in Oct 1971 and terminates Sep 31, 1976.

Runway 11/29 is the lightest pavement on the airport with depths of less than two inches of asphalt. Clarke 1974.

The new ramp west of the terminal is less than two years old but will require major repairs because of an improper seal coat at the time of construction.

The lighting system is to be rebuilt with City funds of \$ 42,000 and State funds of \$ 24,000. Project to be fig prior to June 31, 1974. Clarke.

The T-Hangars were completed and occupied as of Jan 5, 1974. They are generating a revenue of \$830.00 a month with three vacancies in the shade area. Clarke

Fire Station was built. Ron Prince.

Buildings went from \$302,845 to \$303,941.

Improvements where \$77,306.

1974 - Nov 19, 1974 letter of transmittal from Johannessen & Girand, consulting engineers Inc., to R. Alan Bibler, City Manager. Rudy J Clarke is Airport Manager. 1) No Federal money was spent for the acquisition of development of airport land. 2) No Federal assistance has been extended to the City of Prescott since 1959. In 1964 the Federal Aviation Administration placed the City in default of its grant agreements; this action prevents the FAA from considering any grant for improvements at Prescott Municipal Airport.

The cause of this default ruling are several. Initially, the City of Prescott requested release, by the FAA, of three parcels of land within the boundaries of the airport. The City proceeded to sell these parcels of land prior to official release authorization from the FAA. Ultimately, this release granted by the FAA.

The second issue resulting in the default ruling concerned construction of a railroad spur track within the restricted area established between Runway 21 and the building line. This problem still exists, however, the City is under contract for a project to relocate the railroad spur in accordance with FAA guidelines. This project is scheduled for completion prior to the end of December of 1974.

Runway 3/21 is 7600 feet long, 11/29 is 4400 feet long. Each runway has partial parallel taxiways.

Aircraft parking consists of one 10 space T-Hangar, covered tie-down for 10 aircraft and approximately 30 hard surfaced tie-down spaces on the apron area serving 77 based aircraft weighing under 12,500 pounds and two helicopters.

Six tenants have current lease agreements. Two FBO,s Several governmental agencies maintain facilities at the airport. These include office and storage space maintained by the FAA, a lease is maintained by the U.S. Forest Service, and storage and survey operation areas controlled by the U.S. Geological Survey.

Three private industrial operations occupy land bordering airport property. These parcels are owned by Emerson Electric kCompany, Airborne Navigation and the Plastoloy Company.

The Airport Terminal Building, owned by the City of Prescott, contains waiting areas, a restaurant, rent=a=car area, and office space for the fixed base operator, as well as the City's Airport Administration Office. The FAA maintains a Flight Service Station elsewhere on airport property.

Runway 3/21 is the only lighted runway on the airport, however, this lighting system is in need of extensive rehabilitation. No taxiway lightening is available.

Population for Prescott City: 1960 12,861 1970 13,134

Source: Prescott Municipal Airporf, Nov 19, 1974.

1975 - 1976, there are monthly income statements for airport.

1975

Work was done on field and runways. ADAP 7/01.

Improvements went from \$77,306 to \$722,524.

1975 - January 20, 1975. Project #7-04-0030-01. Extension of parallel taxiway for runway 3/21, 2600 feet, installation of MIRL on runway and taxiways, installation of REIL, VASI, new power vault with standby and relocation of rotating beacon. Federal contributions were \$509,313.35. Source: Five Year Plan. Source Airport Master Plan 1974.

1976

Current Project #7-04-0030-02. Reconstruction of 2600 feet of runway 3/21 and 1725 feet of runway 11/29. Total Federal contribution on this project is \$478,000. Source Airport Master Plan 1974. ***Not sure this is in 1976***

Work was done on aprons and runways. ADAP 7/02.
Building went from \$303,941 to \$387,317.

Improvements went from \$722,524 to \$724,804.

1976 - Sept 1, 1976, letter from Maurice L. Malick, John Carollo Engineering to City of Prescott, attention Paul Munger, Airport Manager. Discusses the Prescott Airport Wastewater Treatment plant. At this time it was a sketch, it was not yet built.

1977

Hangar B was constructed for \$142,658. Asset Nbr 15206.

Embry-Riddle Air University acquired the Prescott College and opened a branch of their eastern approved flight school. Ref 1, p 213

Building went from \$387,317 to \$252,759.

Improvements went from \$724,804 to \$856,268.

1978

In 1978 Embry Riddle Aeronautical University opened the Western Campus at Prescott.

Land asset went from \$63,253 to \$67,603.

Improvements went from \$856,268 to \$1,239,473.

1978 - CAB decision dated Feb 2, 1978, 1) 'the suspension of service by Hughes Air Corp d/b/a Hughes Airwest at Kingman, Prescott, and Page is continued subject to conditions... and 9) Hughes Airwest shall not resume its service to Kingman, Prescott, Page, Blythe without specific Board approval during the period in which Cochise Airlines, Inc., or an acceptable Part 298 carrier is providing the service described herein ...

1979

Hangar C was constructed for \$132,700. Asset Nbr 15207.

Hangar D was constructed for \$104,092. Asset Nbr 15208.

Buildings went from \$252,759 to \$1,029,098.

Improvements went from \$1,239,473 to \$1,025,636.

1979 - April 4, 1979 letter from Johannessen & Girard, Consulting Engineers, Inc, Phoenix, Arizona to Mark Alver, Airport Manager, City of Prescott, subj Prescott Municipal Airport Master Plan. Notes: 1) the City of Prescott acquired the present airport site on August 29, 1941. 2) In 1964, the

Federal Aviation Administration placed the City of Prescott in default status due to violations of funding agreements. As a result, Federal funding for improvement of the Prescott Airport was not possible, and no grants are issued until removal of the default status in 1974.

Runway 3/21 data: length 7600, width 150, strength 33,000 single wheel, taxiway full length. lighting MIRL, approach aids REIL/VASI/Beacon.

Runway 11/29 data: length 4400, width 100, strength 5,000 single wheel, taxiway 1430, no lighting, approach aids beacon

Aircraft parking: 107 tie-downs, T-Hangar spaces 20, Shades 10.

There are eight fixed base operators at the airport with a total of 55 employees.

There are 3 industrial operations: Emerson Electric Company, Airborne Navigation and Plastoloy Company.

Appendix A - History of Airport Development.

Current Project #7-04-0030-02. Reconstruction of 2600 feet of runway 3/21 and 1725 feet of runway 11/29. Total Federal contribution on this project is \$478,000. Source: Five Year Plan.

1979 - June 25, 1979, Industrial Land Policy, City-Owned Land - Prescott Airport. 1) Land on the north side of the main runway shall be available for lease for airport-related industries. Land on the south side of the main runway shall be available for long term lease to private industry that is not necessarily related to airport activities. Land adjacent to the new sewage treatment plant shall be available for sale to appropriate private industry.

2. The return expected by the City in the lease shall be ten percent (10%) per year of the appraised value of the land. Any such lease shall also provide for an updated appraisal to be made by the City at three-year intervals during the term of the lease, with corresponding adjustment in the net return to the City. The lease term for pre-engineered, all steel or metal buildings shall be no more than 20 years with the title to the building reverting to the City at the end of the lease as part of the rent of the land. Completely finished buildings that are not prefabricated would revert to the City at the end of 40 years as part of the land rental. A 20 year option clause could be included within such a lease giving the lessee the right to lease from the City the building and the land for an additional 20 years. Under such an option, the rental paid to the City would be one percent (1%) per month of the appraised value of the land and the building at the time of the expiration of the original lease.

1979 - October 3, 1979 letter from Patrick D. Nolan, Real Estate Science Corporation, 2200 N Central Ave, Phoenix to Andy Tomlinson, City Manager. Based upon data in the body of this report and retained in files, it is my opinion the Fair Market Value of the Fee Simple Interest, as of October 1, 1979, was: 1) 58.77 acres - north side of runway - \$20,000 per acre; 2) 43.00 acres - south side of runway - \$15,000 per acre; 3) 82.97 acres - near sewage treatment plant - \$5,000 per acre. The value estimates are based upon "as is" condition of the land and existing location of off-site improvements; further, the value is based on five to ten acre tracts. (Airport: Industrial Land folder).

1979 - Dec 7, 1979 letter from Mark Alver, Airport Manager to Andy Tomlinson, City Manager subj "ADOT Five Year Plan.
1980 Reconstruct R/W 11-29, construct parallel taxiway, MIRL, MITL.
1981 Reconstruct R/W 3-21 and parallel taxiway.
1982 Land acquisition at the end of R/W 21
1983 Construct parallel runway
1984 Construct aircraft parking apron
1985 Extend R/W 3-21

Source: Airport Master Plan folder